

## Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<b>BR-0120</b>
WBS Element	<b>48829.1.1</b>
Federal Project No.	<b>N/A</b>

**A. Project Description:**

This project is comprised of the replacement of Bridge No. 730123 over Meadow Branch on SR 1552 (Tucker-Bullock Road) in Pitt County, North Carolina. The bridge will be replaced on the existing alignment while detouring traffic offsite, see attached: Figure 1 – BR-0120 Project Location Map, and Figure 2 – BR-0120 Project Disturbance Map.

The proposed bridge will be approximately 72 feet long with a clear roadway width of 24.8 feet. The approach roadway lengths are 170 feet and 217 feet on the south and north ends of the bridge, respectively, using two-foot paved shoulders.

**B. Description of Need and Purpose:**

Built in 1958 the bridge requires replacement due to deterioration of structural elements. The posted weight limits for the bridge are currently 17 Tons and 22 Tons for single vehicles and truck tractors-semitrailers, respectively. The existing bridge is 35 feet long with a clear roadway width of 19.1 feet. Bridge No. 123 has a sufficiency rating of 54.26 and is categorized as “Not Deficient”. However, it does show signs of deterioration. This is a bridge replacement and safety improvement project. T

The replacement of Bridge No. 123 is part of the Growing Rural Economy and Agriculture through Transportation and Technology Enhancement or Replacement in North Carolina (GREATER-NC) Project under the United States Department of Transportation’s 2018 Better Utilizing Investments to Leverage Development (BUILD) Grant program. The purpose of the grant and this bridge replacement project is to provide transportation infrastructure to support economic development and improve physical and digital connectivity in rural communities in North Carolina. The posted weight restriction on Bridge No. 123 prohibits large or heavy vehicles, typically used in transporting agricultural and manufactured products, from using the bridge. Vehicles above the posted weight must detour 5 miles to avoid the bridge. Replacing the existing bridge will eliminate posted weight limits by providing a safe crossing for all legal loads and will make accommodations for broadband installation in order to support economic competitiveness.

**C. Categorical Exclusion Action Classification:**



TYPE I A

D. Proposed Improvements

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

**Alternatives Discussion:**

**No-Build** – The no build alternative would result in eventually closing the road, which is unacceptable given the volume traffic served by SR 1552 (Tucker-Bullock Road).

**Rehabilitation** – The bridge was constructed in 1958 and the timber materials within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the timber components, which would constitute effectively replacing the bridge.

**Onsite Detour** – An onsite detour was not evaluated due to the presence of a feasible offsite detour.

**Staged Construction** – Staged construction was not considered because of the availability of an acceptable offsite detour.

**New Alignment** – Given that the alignment for SR 1552 (Tucker-Bullock Road) is acceptable, a new alignment was not considered as an alternative.

**Offsite Detour (Preferred):** - Traffic will be detoured off-site during the construction period. The 3.1-mile detour includes SR 1550 and SR 1551. Thus, Pitt County emergency services shall be contacted at least one month prior to beginning construction. The condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concurs with the use of the detour. See attached: Figure 3 – BR-0120 Detour Map.

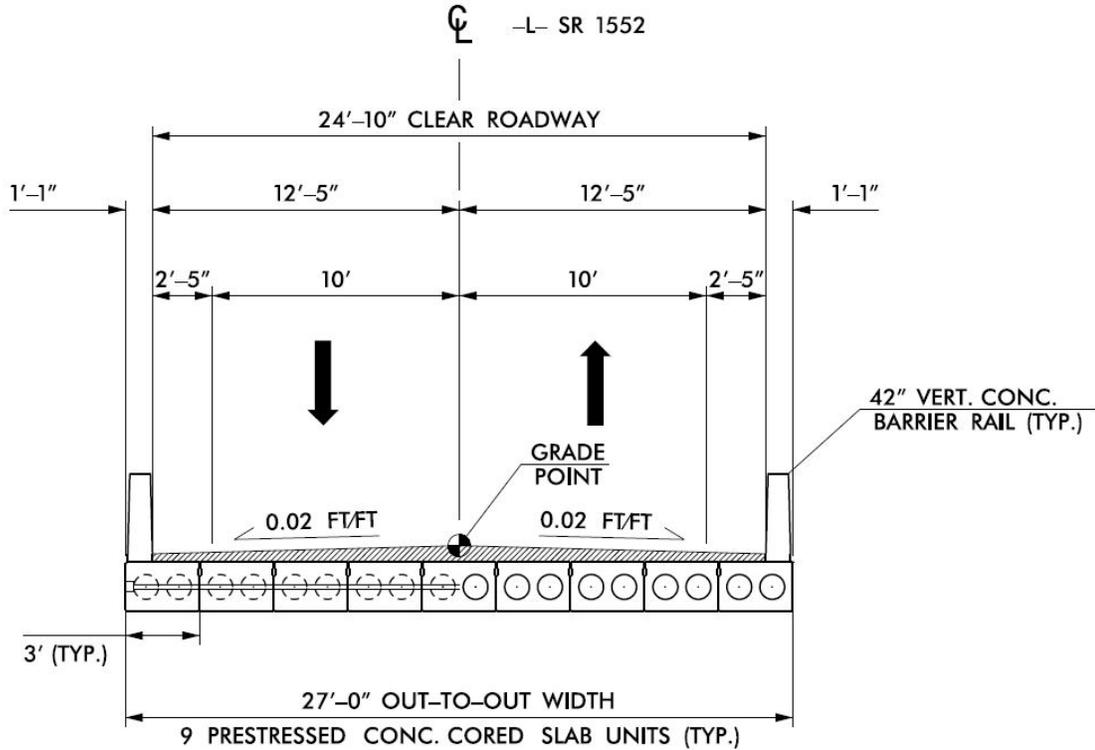
**Design Issues:**

Traffic:           Current: 50 ADT  
                      TTST: 3%, Duals: 3%  
Local Route – NCDOT Subregional Tier Guidelines  
Design Speed – 55 mph  
No design exceptions required

**Pedestrian and Bicycle Accommodations: None**

SR 1552 (Tucker-Bullock Road) is not part of a NC or US designated bike route. Thus, bicycle and pedestrian accommodations are not required for this project.

**Typical Section for Bridge:**



**Cost Estimate:**

The estimated project costs for the Selected Alternative, based on 2019 prices, are as follows:

Right of Way	\$ 40,000
Construction	\$675,000
<b>Total Cost: \$715,000</b>	

**Anticipated Permits or Consultation Requirements:**

The proposed project has been designated as a Categorical Exclusion (CE) for the purposes of National Environmental Policy Act (NEPA) documentation. As a result, a Nationwide Permit will likely be required from the U.S. Army Corps of Engineers (USACE) for impacts to "Waters of the United States" resulting from this project. The USACE holds the final discretion as to what permit will be required to authorize project construction.

**Public Involvement:**

NCDOT will minimize any impact to businesses along SR 1552 during construction and will try to expedite the construction time. The area is primarily residential and agricultural regarding land use. Early coordination efforts will be implemented with farmers to minimize impact on operations and avoid project delays. A landowner notification was sent February 6, 2019. No comments have been received to date.

F. Project Impact Criteria Checklists:

<u>Type I &amp; II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations (continued)</u>		Yes	No
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

**Question 8 – Endangered Species:**

The USFWS has developed a Programmatic Biological Opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), USACE, and NCDOT for the NLEB (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Beaufort County, where this project is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

**Question 10 – Water Impacts:**

The project is located in the Tar-Pamlico River Basin and has buffers.

**Question 30 – Prime or Important Farmland:**

A preliminary Natural Resource Conservation Service (NRCS) Farmland Conversion Impact Rating was completed for this project, and a total score of 55 out of 160 points was calculated for the BR-0120 project site. Since the total points calculated in part VI of the NRCS Farmlands Conversion Form AD-1006 for BR-0120 was less than 60, and the total points of the NRCS Farmlands Conversion Form AD-1006 is less than 160, no mitigation for farmland loss is required for the project in accordance with FPPA.

H. Project Commitments

See attached Project Commitments Green Sheet

I. Categorical Exclusion Approval

STIP Project No.	<u>BR-0120</u>
WBS Element	<u>48829.1.1</u>
Federal Project No.	<u>N/A</u>

**Prepared By:**

9/5/2019

Date

DocuSigned by:

*Samuel Cullum*

19C97095C75A407...  
Samuel Cullum, PE, Project Manager  
Kisinger Campo & Associates Corp.

**Prepared For:**

Structures Management Unit  
North Carolina Department of Transportation

**Reviewed By:**

9/5/2019

Date

DocuSigned by:

*Phillip Harris*

8C1643F6874A457...  
Phillip Harris, III, PE  
Environmental Analysis Unit Head  
North Carolina Department of Transportation



**Approved**

If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.



**Certified**

If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

9/5/2019

Date

DocuSigned by:

*Kevin Fischer*

ED19A18D88EC486...  
Kevin Fischer, PE  
Assistant State Structures Engineer  
PEF Coordination, Program Management & Field Ops.

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

N/A

Date

N/A

John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration

**Pitt County**  
**Bridge No. 730123 over Meadow Branch on SR 1552 (Tucker-Bullock Road)**  
**WBS No. 48829.1.1**  
**TIP No. BR-0120**

**COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN**

**NCDOT Division 2 – Emergency Services:**

Pitt County emergency services shall be notified (252) 902-3950 of project construction at least one month prior to beginning of construction to make necessary temporary reassignment to primary response units.

**NCDOT Division 2 – Access:**

Access will be maintained throughout construction for local traffic as well as for farms and active fields that are located near both ends of the bridge

**NCDOT Hydraulics Unit – FEMA Coordination:**

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR). This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

**NCDOT Division 2 – Prime or Important Farmland:**

Construction involves a 5-mile offsite detour to maintain access to active fields located near both ends of the bridge. Early coordination efforts will be implemented with farmers to minimize impact on operations and avoid project delays.

## **Attachments**

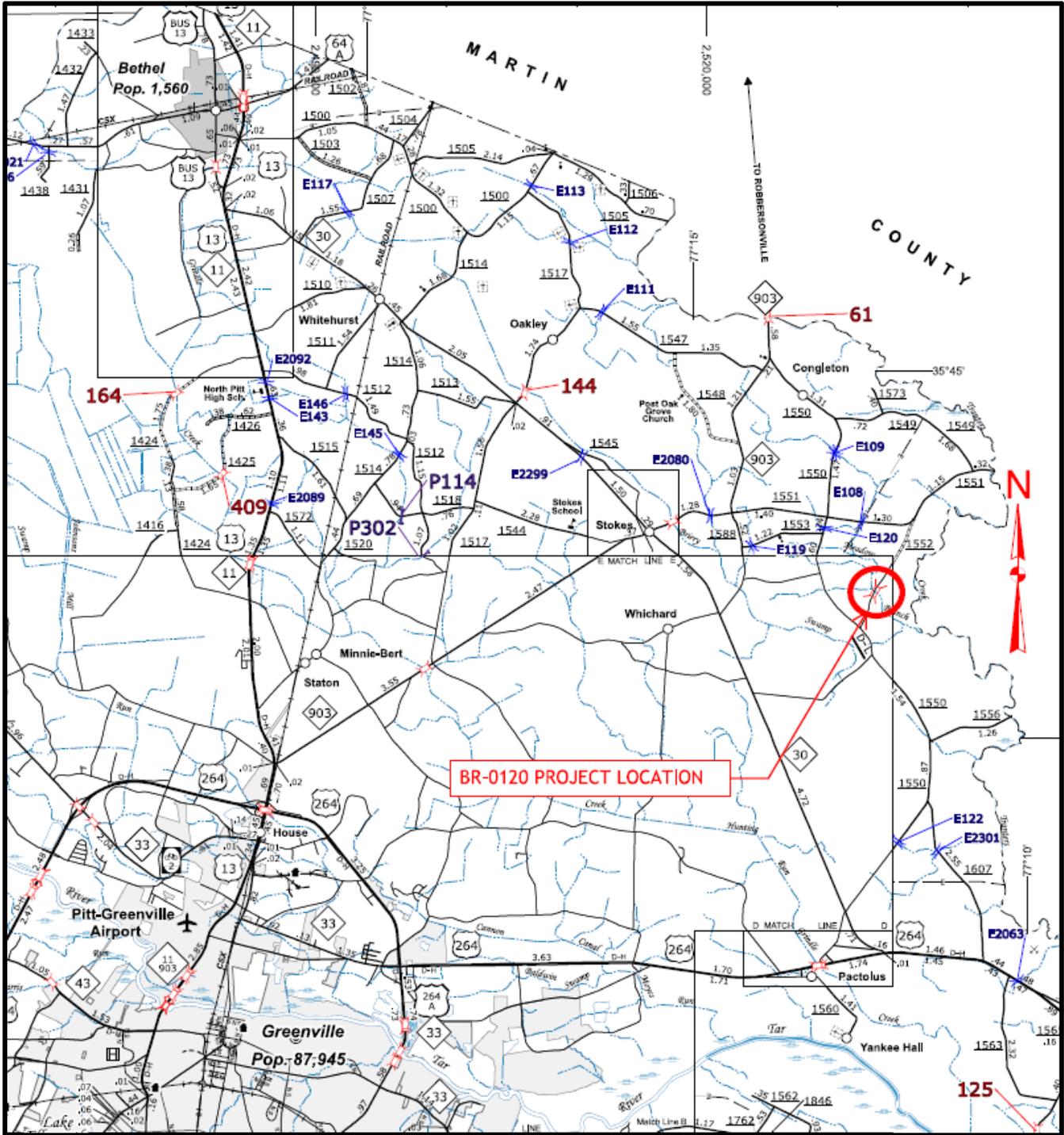


Figure 1: BR-0120 Project Location Map

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
HIGHWAY BUILDING  
P. O. BOX 25201  
RALEIGH, NORTH CAROLINA 27611

SUBJECT DISTURBANCE MAP PROJECT BR-0120  
BRIDGE No. 730123 PITT COUNTY  
PREPARED BY OMK DATE 6/12/2019 STATION -  
CHECKED BY JHD DATE 6/14/2019 STR NO. - SHEET - OF -

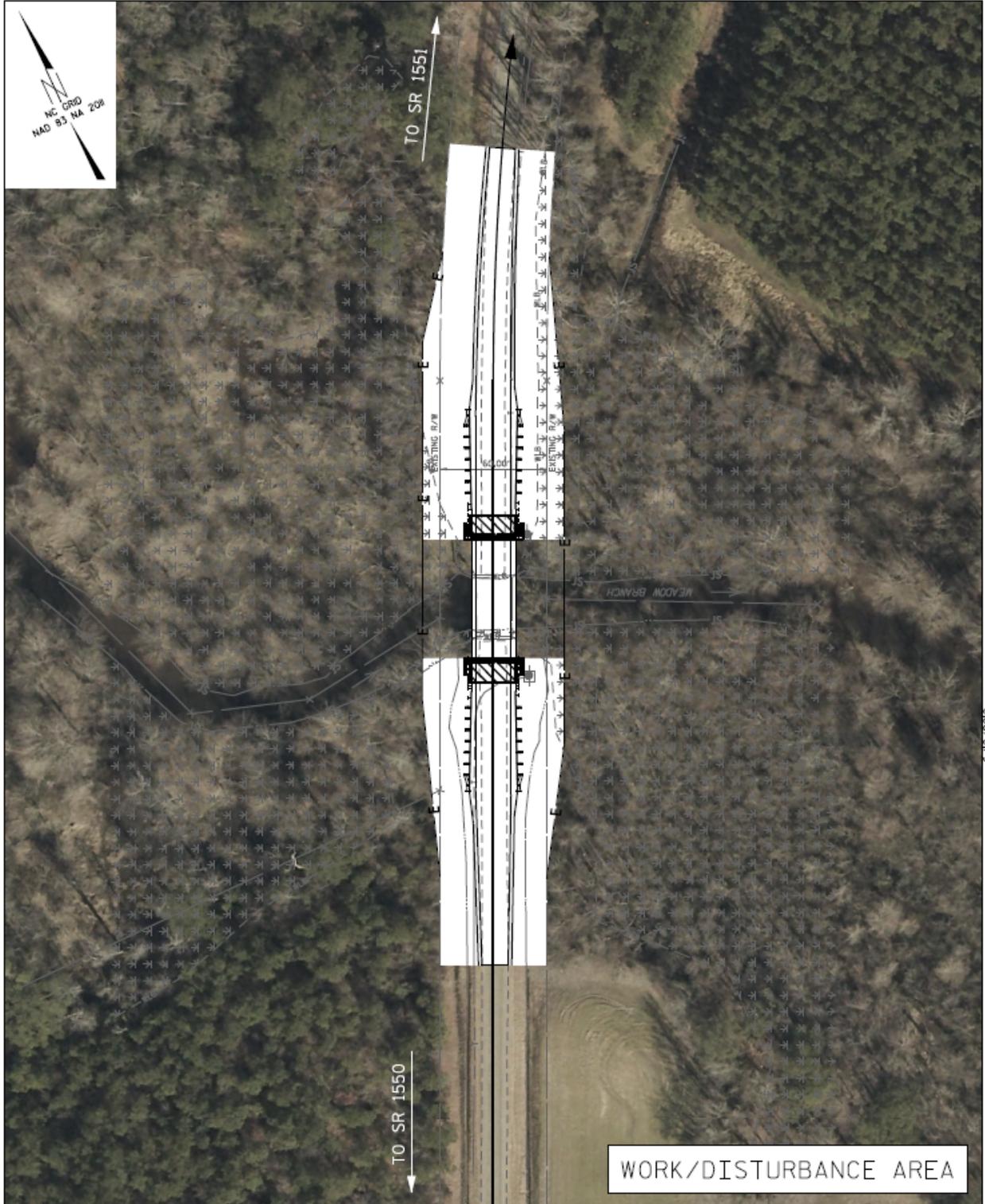


Figure 2: BR-0120 Project Disturbance Map

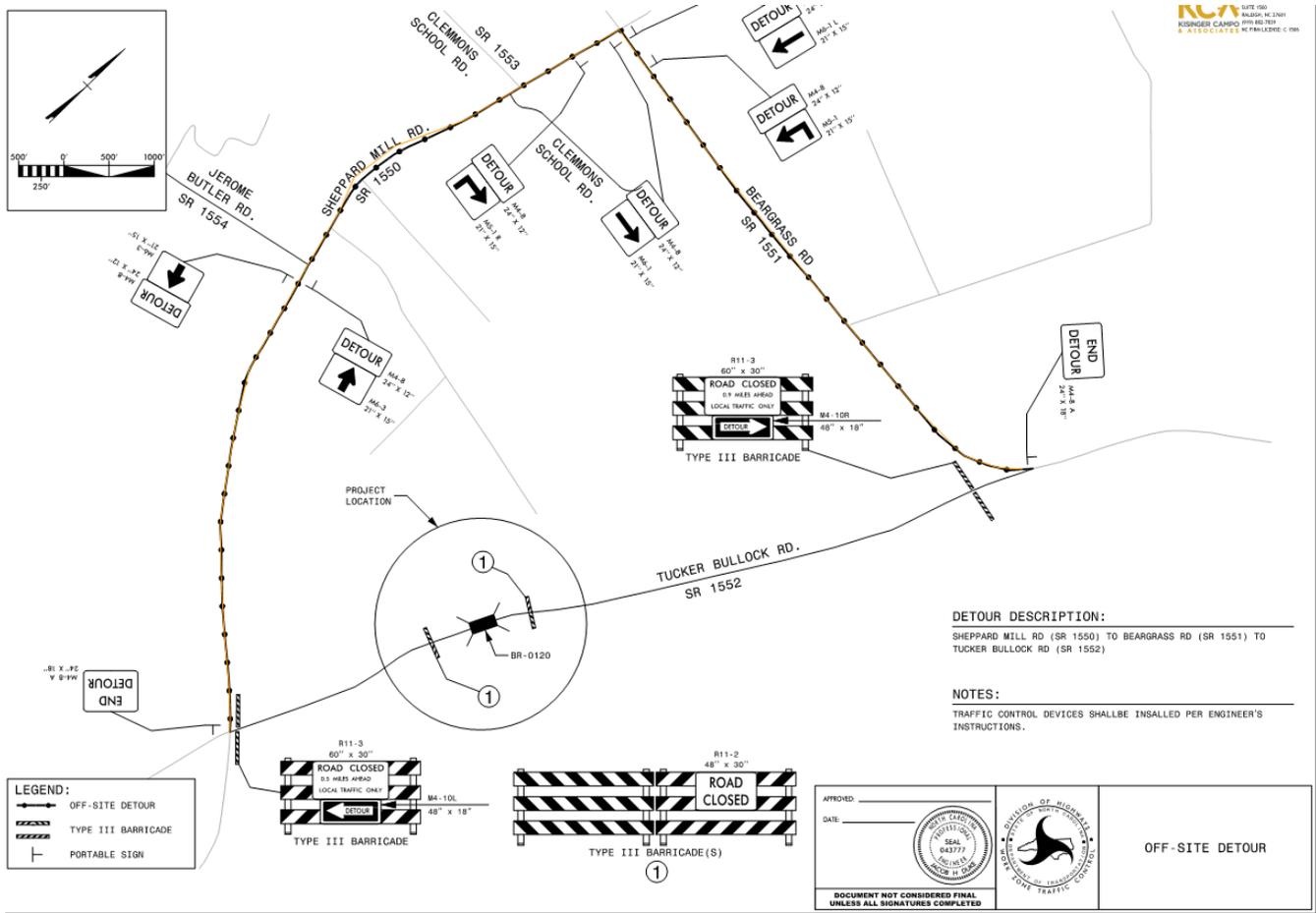
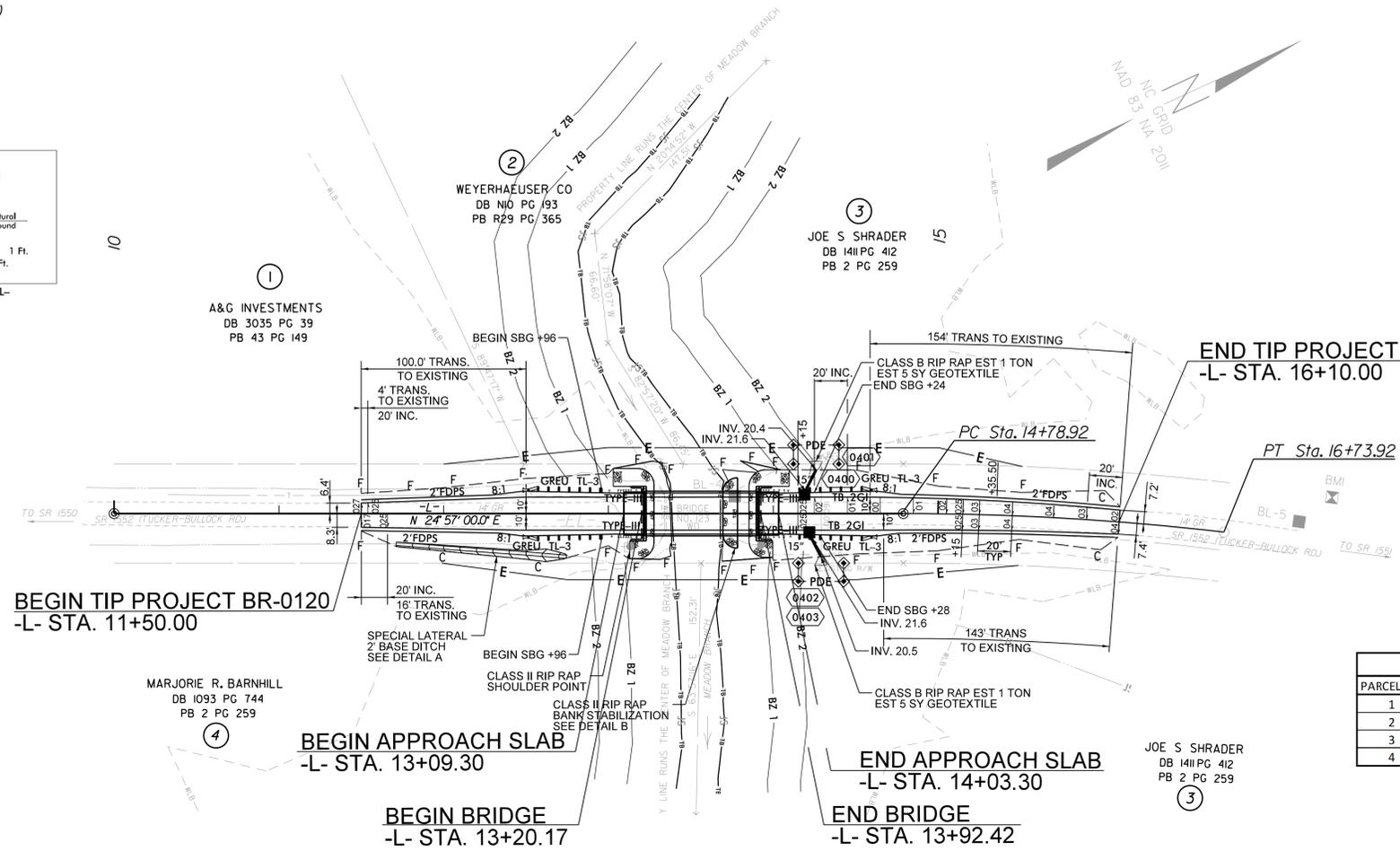
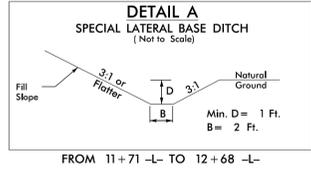


Figure 3: BR-0120 Detour Map



PROJECT REFERENCE NO.	SHEET NO.
BR-0120	4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>	
PREPARED IN THE OFFICE OF:	 NC FIRM LICENSE NO. C-1508 301 Fayetteville St., Suite 1500 Raleigh, NC 27601 (919) 862-7839

-L-  
 PI Sta 15+76.52  
 $\Delta = 6' 34" 19.8" (RT)$   
 $D = 3' 22" 13.2"$   
 $L = 195.00'$   
 $T = 97.61'$   
 $R = 1,700.00'$   
 $SE = 4\%$   
 $Lr = 120'$

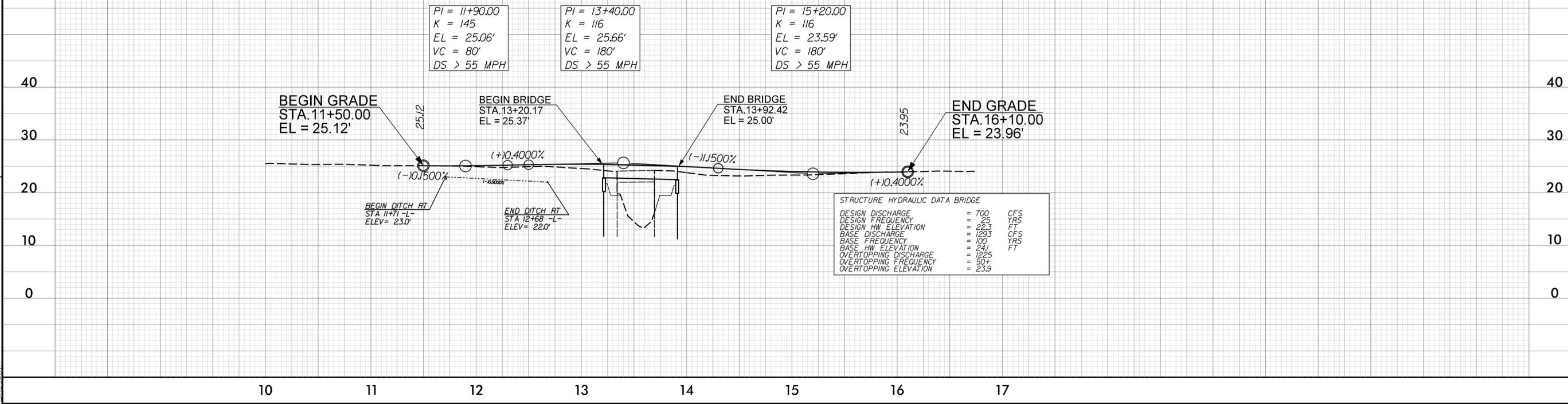


PARCEL ROW INDEX TABLE						
PARCEL No.	SHEET No.	PROPERTY OWNER NAME	TCE AREA (SF)	TCE AREA (AC)	PDE AREA (SF)	PDE AREA (AC)
1	4	A&G INVESTMENTS	112	0.003		
2	4	WEYERHAEUSER CO	808	0.019		
3	4	JOE S SHRADER	2738	0.063	638	0.015
4	4	MARJORIE R. BARNHILL	1191	0.027		

NOTE: CROSS SLOPES AT PROJECT TIE-INS ARE APPROXIMATE.  
 CONTRACTOR TO ENSURE APPROPRIATE CROSS SLOPE TRANSITIONS TO EXISTING CONDITION

-L- SR 1552 (OVER MEADOW BRANCH)

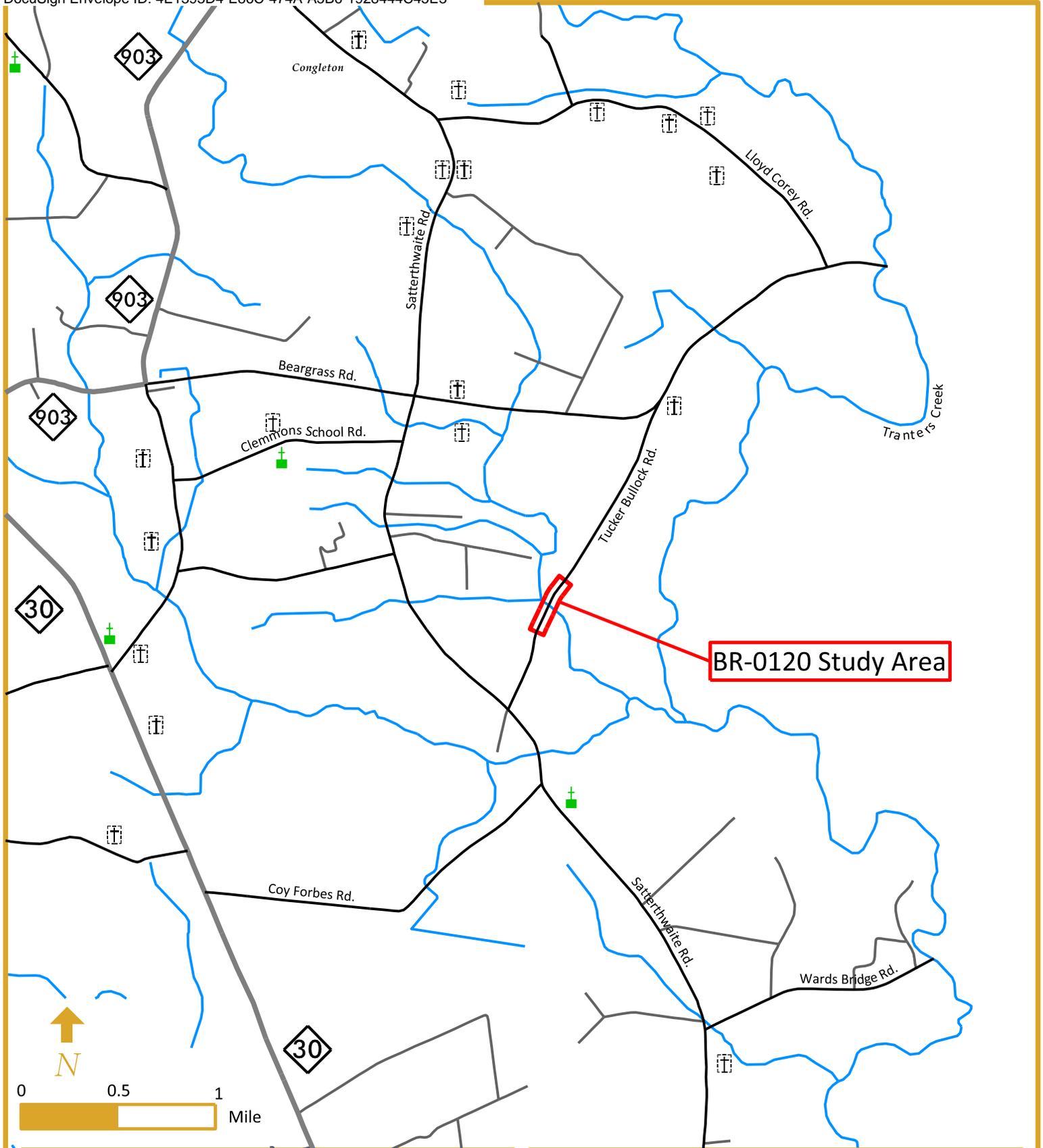
BM1 ELEVATION = 24.93  
 N 715991 E 2533024  
 BL STATION 32+22.00  
 RR SPIKE SET IN 18" PINE



REVISIONS

8/17/99

30-AUG-2019 11:43  
 BR-0120-Rdy\_psh.dgn  
 amcs\m10



**BR-0120 Study Area**



## BR-0120

Replacement of Bridge No. 730123  
over Meadow Branch  
on SR 1552 (Tucker Bullock Rd.)

## Vicinity Map

### Legend:

- Church
- Cemetery
- NC Route
- NC Secondary Route



NCDOT Division 2: Pitt

18-09-0076



## HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	BR-0120	<b>County:</b>	Pitt
<b>WBS No.:</b>	67120.1.1	<b>Document Type:</b>	
<b>Fed. Aid No:</b>		<b>Funding:</b>	X State    Federal
<b>Federal Permit(s):</b>	X Yes    No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Replace Bridge No. 123 on SR 1552 (Tucker-Bullock Road) over Meadow Branch (no off-site detour specified in review request).			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS:** HPOWeb reviewed on 8 October 2018 and yielded no NR, SL, DE, LD, or SS properties in the Area of Potential Effects (APE). Pitt County current GIS mapping, aerial photography, and tax information indicated an APE of woodland and cultivated fields with one circa-2000 resource (viewed 8 October 2018). Constructed in 1958, Bridge No. 123 is neither aesthetically nor technologically significant according to the NCDOT Historic Bridge Inventory. Google Maps "Street View" confirmed the absence of critical architectural and landscape resources in the APE (viewed 8 October 2018).

**No architectural survey is required for the project as currently defined.**

**WHY THE AVAILABLE INFORMATION PROVIDES A RELIABLE BASIS FOR REASONABLY PREDICTING THAT THERE ARE NO UNIDENTIFIED SIGNIFICANT HISTORIC ARCHITECTURAL OR LANDSCAPE RESOURCES IN THE PROJECT AREA:** The APE conforms to the study area provided with the review request (see attached). The county architectural survey and related publication, as well as later investigations, recorded no properties in the APE (Scott Power, *The Historic Architecture of Pitt County, North Carolina*, Greenville: Pitt County Historical Society, 1991). County GIS/tax materials and other visuals support the absence of significant architectural and landscape resources in the APE. No National Register-listed properties are located within the APE.

**Should the funding, project limits, or design change, please notify  
NCDOT Historic Architecture as additional review may be necessary.**

### SUPPORT DOCUMENTATION

X Map(s)     Previous Survey Info.     Photos     Correspondence     Design Plans

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

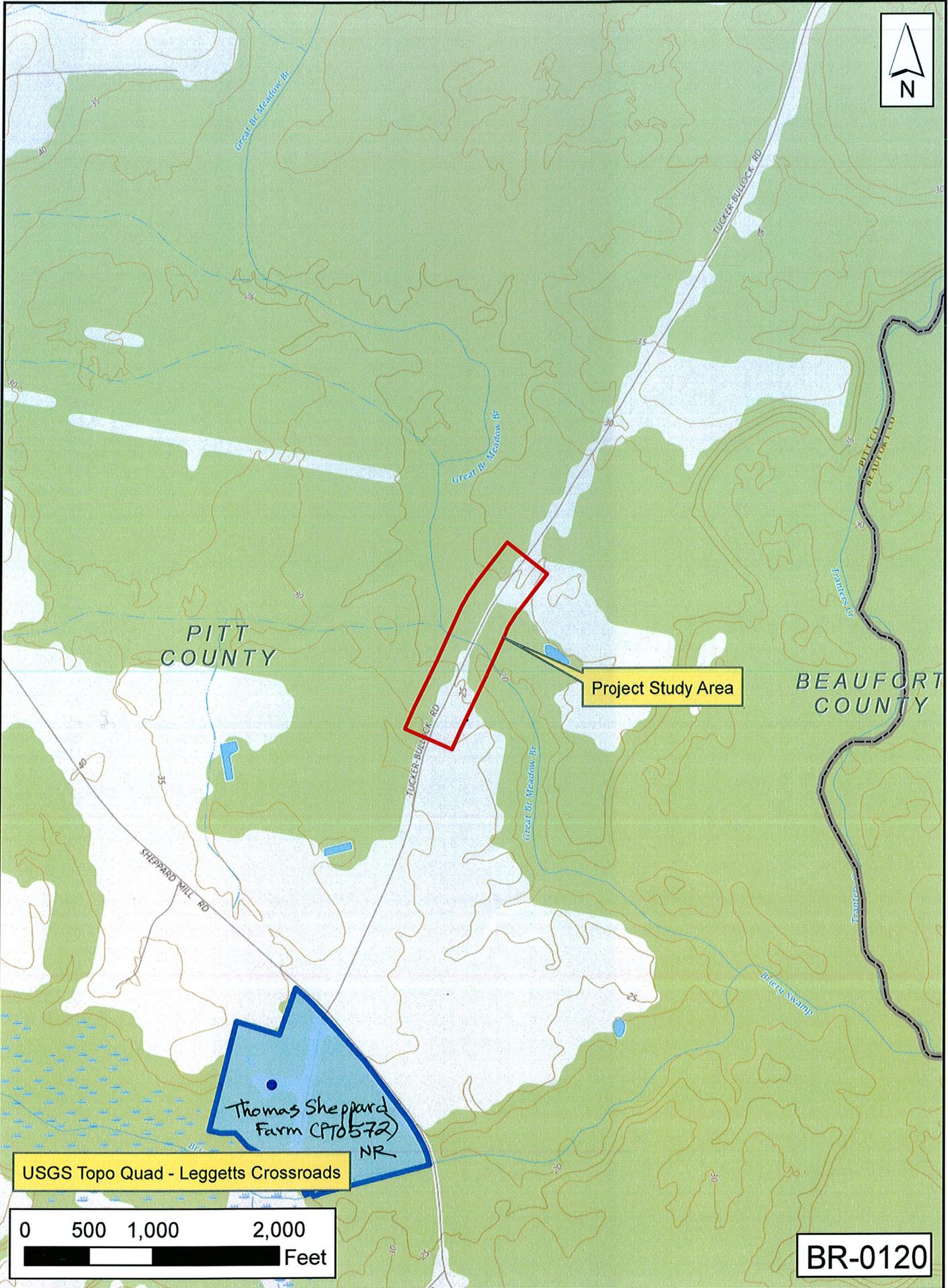
Historic Architecture and Landscapes -- **NO SURVEY REQUIRED**

*Vanessa E. Patrick*

NCDOT Architectural Historian

*8 October 2018*

Date



Tracking No. 18-09-0076

PITT COUNTY

**18-09-0076****NO ARCHAEOLOGICAL SURVEY REQUIRED FORM**

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.

**PROJECT INFORMATION**

*Project No:* **BR-0120 (Structure 730123)**      *County:* **Pitt**  
*WBS No:* **67120.1.1**      *Document:* **Federal CE**  
*F.A. No:* **N/A**      *Funding:*       State       Federal

*Federal Permit Required?*       Yes       No      *Permit Type:* **USACE (not specified)**

***Project Description:*** NCDOT's Division 2 proposes to replace Bridge No. 123 on SR 1552 (Tucker-Bullock Road) over Meadow Branch in Pitt County. Bridge No. 123 was built in 1958 and has been chosen to be replaced. Presumably, this is to be a replace-in-place project. Existing ROW along the road appears to be 60 feet whereas a Proposed ROW width was not conveyed as part of the submittal. Project length is listed as about 0.50 mile. Since Preliminary Design Plans have not been developed yet, a Study Area has been generated in order to facilitate environmental planning purposes at this stage. The Study Area is centered on the bridge location and measures about 400 feet wide by about 1,613 feet long. The Study Area encompasses about 14.8 acres, inclusive of all existing roadways and any modern development.

**SUMMARY OF CULTURAL RESOURCES REVIEW*****Brief description of review activities, results of review, and conclusions:***

This project was accepted on Monday, September 17, 2018. A map review and site file search at the Office of State Archaeology (OSA) was conducted on Wednesday, September 19, 2018. No archaeological surveys have been conducted at this bridge location and no archaeological sites have been recorded within one (1) mile of the proposed project. Digital copies of HPO's maps (Leggetts Crossroads Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Friday, September 28, 2018. There are no known historic architectural resources located within or adjacent to the Study Area for which intact archaeological deposits would be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the Study Area.

***Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:***

This is a State-funded project for which a Federal permit is anticipated. Permanent/temporary easements will be necessary although the need for additional ROW was not conveyed as part of the submittal. Presumably, the size and shape of the Study Area have been drawn in a way to capture any possible ground-disturbing activities associated with this project beyond NCDOT's existing ROW. At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Study Area that would require our attention. Based

**18-09-0076**

on the description of the proposed project, activities may take place beyond the NCDOT's existing ROW along the Tucker-Bullock Road corridor. From an environmental perspective, the Study Area consists of nearly level terrain to either side of Meadow Branch, typical of the Coastal Plain physiographic region of North Carolina. The Study Area is primarily composed of three (3) soil types, Bibb complex [Bb], Bladen fine sandy loam [Bd], and Craven fine sandy loam, 1-6% slopes, eroded [CrB2], two poorly drained soil types and one that has succumbed to erosion. Based on the poor hydrology north of Bridge No. 123 and the eroded nature of the landscape to the south, the archaeological probability within the Study Area would be considered low. Intact archaeological resources would not be anticipated within such environmental settings. Within the vicinity, the Office of State Archaeology (OSA) has reviewed only one (1) project for environmental compliance, that being what may have been the proposed widening of Tucker-Bullock Road through the Study Area (ER 08-0725). OSA did not recommend an archaeological survey for that project, presumably based on the constricted nature of that project (i.e. within existing ROW). Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed five (5) transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). Archaeological surveys were recommended and conducted for three (3) of those projects, based on favorable soil conditions (i.e. well-drained) and topographical situations. Six (6) archaeological sites were documented as a result of those surveys, none of which was deemed eligible for the NRHP. Despite the recordation of archaeological sites in the general region because of transportation-related improvements, the poor hydrology along Meadow Branch and the eroded soil conditions at this particular location would suggest an archaeological survey would not be necessary. Based on the information above, there is a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

**SUPPORT DOCUMENTATION**

See attached:  Map(s)     Previous Survey Info     Photos     Correspondence  
 Photocopy of County Survey Notes    Other:

**FINDING BY NCDOT ARCHAEOLOGIST****NO ARCHAEOLOGY SURVEY REQUIRED**

  
 NCDOT ARCHAEOLOGIST

September 28, 2018

**Date**

**18-09-0076**



Figure 1: Leggetts Crossroads, NC (USGS 1979).

